

BETWEEN the WHITE LINES

ISSUE 20
APRIL 2015



A SAFETY NEWSLETTER FROM PGT TRUCKING

PRE-TRIP INSPECTION

OF the top ten CSA violations, seven could be prevented with one simple step: a pre-trip inspection. Inspecting the equipment before driving is the law, and yet 70% of CSA violations are truck-related! Not only is it the law, but 30 minutes spent doing a pre-trip inspection could save you hours sitting on the side of the road waiting on repairs.

The pre-trip inspection is one of the most important steps in a driver's day, but many drivers overlook doing a thorough pre-trip. If you don't conduct a pre-trip inspection at the start of every day, you put yourself as well as others in danger.

IF YOU DON'T CONDUCT A PRE-TRIP INSPECTION AT THE START OF EVERY DAY, YOU PUT YOURSELF AS WELL AS OTHERS IN DANGER.

The purpose of a pre-trip inspection is to check the working condition of your vehicle. When you conduct a proper inspection, you are reviewing the mechanical and safety parts of your equipment. If any of the parts or items are not checked or are not operating properly, you could face complications or fatal accidents on the road. By checking your equipment, you help ensure that it is safe to operate. You ensure your safe return home to your loved ones, and you help ensure that the people around your vehicle are safe as well.

By conducting a thorough pre-trip inspection of your equipment, you can avoid things like:

- A failed brake system: This can result in possible injury or death to yourself and/or people around your vehicle.
- Bad or failed tires: When a trailer tire fails, it tends to fly apart into pieces. This becomes a hazard on the road for following vehicles, which can cause property damage, injury, or even death.
- A failed steering system: A failed steering system is like skidding on ice! You have no control of 80,000 pounds moving toward something or someone. Again, this can lead to severe risk of property damage or death.
- A failed coupling system: A trailer detaching from its tractor means 60,000 pounds of damage flying down the road with the potential of hitting anyone or anything.
- Loose or damaged securement: If your securement devices are loose or damaged, you could lose your cargo as you drive down the highway. Not only is this dangerous to the motoring public and nearby pedestrians, but could also cause damage to the highway system.
- Bad lights: Dirty or burned out lights can prevent other vehicles from seeing you at night or in bad weather conditions. Let other drivers know you are there by keeping all lights clean and in working condition.



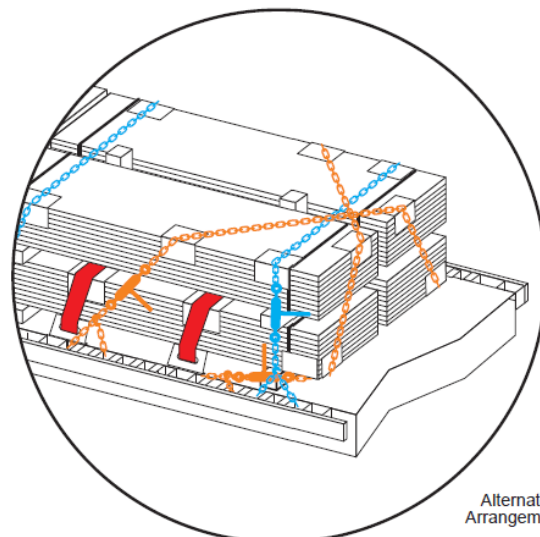
The above are only a few of the items you should be looking at during a pre-trip inspection. As you can see most if not all failures on the road are serious. They can cause immense damage and have deadly potential.

For your own safety and the safety of others, always complete a thorough pre-trip daily.

SECURE to ENDURE RATCHET BINDERS

- Ratchet binders are the preferred binder for PGT Trucking. They require less strength to get the chain tight than a snap binder. They are less likely to come loose. They are much safer to tighten than a snap binder and should not require a "cheater bar" to get tight. Drivers will not injure themselves from a strained shoulder or the cheater bar breaking or snapping back on them.
- Regularly inspect your binders for signs of damage and wear. Stop using the binder immediately and replace it if you see it is cracked, bent, or threads are stretched out.
- Just like chains, binders have different sizes and grades. Make sure your binders are marked and rated at least as strong as the chain you are using. Remember, if the chain is good for 10,000 lbs but the binder is good for only 9400 lbs, you can only count the chain as 9400 lbs.

STOP USING THE BINDER IMMEDIATELY AND REPLACE IT IF YOU SEE IT IS CRACKED, BENT, OR THREADS ARE STRETCHED OUT.



Alternate Arrangement

- Steel is harder than aluminum. You should never hook your steel binder hook directly to the aluminum trailer. Putting your hooks on the aluminum pockets, rubrail, or j-hooks is a quick, easy way to damage the trailer or j-hook. **HOOK ON CHAIN!**
- Like all equipment, binders require regular care. If a binder has seized up, treat it with a penetrating oil to free the binder. Once the binder has been freed up, treat the threads with a lubricant such as hard packing grease, white lithium grease, or even motor oil. WD-40 is not a lubricant.
- Most binders are stored on a headache rack or bulkhead, open to the weather. Keep the threads on the binder greased up and wound all the way in. This will help prevent weather from causing the threads to corrode and seize up.
- Wrapping excess chain around a ratchet binder is not necessary to keep it secure like with a snap binder. You have to move the chain out of the way in order to adjust the ratchet binder.



QUESTION of the MONTH

What defect will cause your vehicle to act as if you are skidding on ice?

The first five drivers and first two office personnel to submit the correct answer to safetynewsletter@pgttrucking.com will be awarded a \$25.00 gift card.



BETWEEN THE WHITE LINES is a publication of PGT Trucking.

If you have any questions or would like to see a specific topic, please contact: safetynewsletter@pgttrucking.com



SAFETY IS EVERYONE'S JOB - ALL THE TIME!

Congratulations to the winners of last month's safety newsletter question!

Office: Sharyn Stewart, Robin Devine, **Drivers:** Brandon Hargile, Clarence Hall, Justin Shea, Rich Koger, David Johnson